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Southern Alberta.



RAYMOND
A live town in a rich agricultural and stock-raising district. A good place to make your home.

Vol. 31

THURSDAY, SEPTEMBER 8, 1932

No. 27

Did You Ever Stop To Think

(By Edson R. Waite)

THAT everybody wants to save money; you save money when you buy advertised goods and buy it in your own home city.

THERE are two ways to spend money. You can spend it at home where you and your city will get some benefit from it, or spend it in some other city. HELLO! YOUR HOME CITY!

Economy is not only in the saving of money, but it is also in the intelligent spending of it.

Opportunity is knocking at the door of every thrifty bargain-wise person who reads the ads.

Newspapers are the great get-together medium for the buyer and the seller.

There has always been, and in many places there always will exist, a feeling on the part of a large number of people that prices charged by the home merchants are higher than those charged by the merchants of other cities.

It is quite natural that this mistake should be made in some cities especially in cities where the merchants do little advertising and the people have little knowledge of what is sold at home.

CITIES WHERE THE MERCHANTS ARE HEAVY ADVERTISERS ALWAYS DRAW MUCH TRADE FROM THOSE CITIES WHOSE MERCHANTS ARE NOT UP TO DATE AND DO NOT ADVERTISE.

TO STACK OR STOOK-THRESH

(Experimental Farms Notes)

Stacking has gone largely out of date in the Canadian West. It is a big job to pile up two or three hundred acres of heavy grain, and once in the sweat the stacks are unwieldy to thresh until cured out. There has been a growing tendency to depend upon stook threshing. Sometimes this pays and sometimes it doesn't.

The threshing season of 1931 was peculiarly annoying in the Peace district. Time and again as the crop was about ready another light rain would come to hold up the outfit. Crews idled. Threshermen fretted. Sometimes they egged their patrons to strain a point and thresh tough grain. The latter looked daily at their stooks, sometimes turning them over and settling down shavers and wasting much nervous energy in worry while the fall ploughing remained undone, little being finally accomplished on most farms.

After the situation at the Dominion Experimental Sub-Station at Beaverlodge it was decided to stack the commercial crop crops to clear the fields for ploughing. Local custom charges for stook threshing were 6 cents a bushel for stook threshing they were 4 cents. Even with the abnormal conditions prevailing on an experimental station the labour cost of stacking turned out to be not over 4 cents per bushel, nothing being allowed for the teams, which would otherwise have been idle. Every farmer was attacked by September 23. Ploughing was under way then and was finished by autumn, the fall work being rounded up better than it had been for years. Threshing was accomplished in early November—the unhurried last job of a custom outfit. No weed seeds from neighbouring farms were dropped from stook wagons or hired stook teams and there was time to give the separator a good clean-out before it came on to the job.

Seeds of the Reward wheat were taken from both stacked and unstacked crops. Both graded No. 1. The stacked grain was somewhat higher than that of the stook-threshed and the color seemed a trifle superior. Inside sheaves from the stooks had brighter grain than the outside sheaves and the kernel weight was 3 p.m. greater. While the sampling was not sufficiently extensive to be conclusive the indications were what might be expected.

Stook threshing looks good to the man who has an outfit of his own or to one who has the privilege of threshing first. It is not good for him

News Notes Look For Heavy Beet Tonnage

Byron F. Tanner, barrister and realtor, of Cardston, was in Raymond Wednesday afternoon.

Andrew Whifton purchased a new 1 ton International Truck from the Mercantile on Wednesday.

Mrs. Goodridge of Provo, Utah, arrived here last week for a visit with her daughters Mrs. F. R. Taylor, and Mrs. A. H. Zabriskie.

Mr. and Mrs. C. E. Fawns are the proud parents of a baby girl born on Tuesday of this week. Mother and daughter are doing nicely.

Weiburn VanOrman is teaching again this year at Wadena, near Taber, and is including a grade ten in his school this year.

The Raymond Pharmacy front was repainted this week in contrasting colors of black and white, and it looks very attractive.

Miss June May returned home Tuesday after nearly a three week's visit with her aunt, Mrs. J. H. Reid in Calgary.

Mrs. A. E. Hancock was a Surling visitor on Tuesday and brought her mother, Mrs. Christensen, back with her for a visit.

Lieutenant Neri, Italy's crack speed flyer was killed Tuesday when his boat collapsed and burst into flames. His body was found near the wreck age in the water two hours after the accident.

Les Kilton of Claresholm while driving in a truck from Calgary was badly cut about the face by flying glass when a partridge hit the windshield and glass flew in all directions.

Defeating Kaye Don, British Speed King in two straight races, Gar Wood local United States speed artist held the Harmsworth Trophy for the States again for another year. Don developed engine trouble after his heat and travelled 100 miles and was forced out of the race. He took the defeat in a very sportsmanlike manner.

Send in your news items. We know you like to read them. So do your friends. We endeavor to get all we can, but of course, we cannot get them all, and it would only take you a moment to phone them in to us. Won't you do it?

W. J. Kraft, Manager of the Safeway Stores of Southern Alberta, was a Raymond visitor on Tuesday making arrangements for the opening which will take place next week. The carpenters are just about finished all ready for the opening. Read for the goods and the opening. Read the ad in this week's issue of the Recorder.

'Red Riding' must stop is Bennett's decree. Such is the heading of an article that states that after Sept. 30, railway officials and police throughout Canada will be instructed to enforce this law to the letter. Premier Bennett in his statement declared that this riding from one part of the country to another was one of the greatest evils of the day and would have to stop.

Who has to wait weeks for the privilege of a paraffin lamp? Wheat sheaves will often do to stack before they will thresh out a sample of dry grain. Cat stacks do not dry out so quickly as wheat stacks.

All things considered, would it not pay better in a catchy season to improve the time by stacking at least some of the crop, thus clearing a field or two for the plow? A number of thoughtful farmers believe it would. There is little comfort in idleness at such a time and it is pretty hard to keep a farm clean when the stack teams of custom outfits come the field.

W. D. Albright, Superintendent Dominion Experimental Sub-Station, Beaverlodge, Alberta.

The Sugar Company Officials are planning to care this year for the largest tonnage of beets in the history of the plant. A conservative estimate places the gross tonnage at 130,000 tons, although the official estimate has not gone out yet. This will exceed by several thousand tons the large crop of last year, and the recent rains, while unpleasant and a hindrance to the grain farmer, have been an untold wealth to beet growers, and with the warm weather which has followed, the beet crop has been aided immensely. Digging will commence on Sept. 16th, and will be rushed to completion as fast as weather conditions will permit.

The overhauling and work at the factory itself is approaching the winding up stages, and will very soon be tested out. It is expected that the slicing will commence on Sept. 20th,

and then for three months or more, the wheels will never stop, except in the case of unexpected breakdowns which at times are unavoidable. In the remodeling and installing, everything has been done to preclude any loss of effort, either mechanical or physical at any stage in the refining process, and with the Steffens plant in operation, there will be more sugar per ton this year than ever before, and we are told that the sugar content of the beets is expected to set a new mark for the average of the fields.

Yes, it won't be long now until the beet wagons are striding in steadily and the white glistening sugar going into the bags to fill the immense warehouse, and several others at distributing centres with the sweetening for Southern Albertans for another year.

School Fair Sat. Sept. 17

We have been advised by J. O. Hicken, Principal of the Public School, that the School Fair this year will be held on Sept. 17th, and students are urged to get their exhibits ready and prepared for this date. This will be one week from Saturday of this week.

Those who have School Fair Gardens to be judged should get in touch at once with Mr. Hicken and have their gardens entered, so that they may be included in the schedule of judging.

HUNT SEA LIONS TO PROTECT SALMON RUNS

Leave the sea lions alone, free to rove on their depredations unchecked, and the British Columbia Salmon fishery would suffer seriously, and that's why the British Dept. of Fisheries sends out its vessels to the Pearl and Virgin rockeries, west of Rivers Inlet, to carry on a lion hunt for a few days every year.

This year over 1,300 lions and pups were destroyed on these two rockeries when the hunt was carried on by C. G. S. Givens in June. Pup weight averaged 100 pounds, especially at Pearl Rocks, and the lions were very wild and difficult to handle, nevertheless, the result of the hunt will be that the sea lion family won't work as much damage to the salmon fishery in the future as they would otherwise have accomplished.

The purpose of these annual hunts is not the extermination of the sea lions; the hunts have been undertaken for some years but the lions are still numerous, too numerous to hunt, nevertheless, the result of the hunt will be that the sea lion family won't work as much damage to the salmon fishery in the future as they would otherwise have accomplished. The purpose of these annual hunts is not the extermination of the sea lions; the hunts have been undertaken for some years but the lions are still numerous, too numerous to hunt, nevertheless, the result of the hunt will be that the sea lion family won't work as much damage to the salmon fishery in the future as they would otherwise have accomplished.

Subscribe to the Recorder

"Fish and How to Cook It," an authoritative booklet on fish cooking may be obtained in either English or French, from the Deputy Minister of Fisheries, Ottawa, at a price of ten cents per copy.

One of the most important Canadian fish foods should be secured regularly in the family where there are growing children. In fact, it is essential to the development of young bodies. Ch. Halls.

News Notes

Sir Gilbert Parker, aged 69, famous English novelist, died on Tuesday last at his home in London.

Geo. W. Green of Lethbridge was here in Raymond on Friday afternoon last on business.

The windows were replaced in the Maple Leaf Bakery this week. T. K. Roberts done the work.

Bill Fairbanks has his new home all stuccoed now, and the exterior is very attractive indeed.

Snow fell in the foothills near High River and also at Banff toward the end of the last week, followed by some frost.

Thanksgiving Day this year will be on October 12, a month ahead of Remembrance Day, November 11. Thanksgiving Day will be a Statutory holiday.

There was a few drops of rain Tuesday evening and a gust or two of heavy wind, several tree limbs being snapped off when they struck. The skies looked threatening but very little rain fell here.

Infantile Paralysis has broken out in several districts recently. Two cases at New Dayton are the nearest to Raymond that we have heard of. School districts in some parts of the province are delaying their opening because of cases of this disease in their districts.

There has been a number of families moving into town during the past week to get settled for school and the winter months.

Ed Stone has moved from the Corcoran home into part of the old Kincaid home, and Mr. and Mrs. Grant Holt have taken the rooms they had.

The large plate glass windows were put in the Safeway Store on Friday and with the painting and enamelling about finished. The interior of the store looks very fresh and clean.

Beet digging is expected to commence about September 16th, according to present plans.

A good crowd was present at the High School on Saturday evening for the Welcome Home Party of Elder Milo Vance. A little late in starting, but a good program was rendered, followed by the serving of refreshments and a short dance. Everyone present thoroughly enjoyed themselves.

A novel method of washing locomotives has been adopted by the Canadian National Railways. Instead of being washed by hand, the engines are passed through and under a hoop-like washing frame fitted with spray nozzles. As this is reached, the front wheels of the engine, close an electrical circuit that turns on hot water sprays having a pressure of 110 lbs. to the square inch. When the engine and tender have slowly passed through the frame the rear wheels break the circuit and the water flow ceases. A changing compartment along with the spraying water dissolves oil and grease and leaves on the washed surface a film of wax which renovates the paintwork and discourages rust.

The most modern freight shed on the Great Lakes was opened at Port Huron, August 27th, when the steamship Harmonic of the Canada Steamship Line, docked at the new Government factory, his electrically from when National Freight Shed No. 2, which replaces the one destroyed by fire last August. The big 100,000 sq. ft. shed loaded 700 tons of flour to be taken east. The new shed was designed by George Briggs, of the C. N. R. engineer's office, Winnipeg, with advice from lake captains and transportation officials. It was constructed by the Wells Construction Co., Wilkie, Sask. It is 640 feet in length 60 feet wide, equipped with automatic fire sprinklers and modern conveniences for the handling of package freight.

What's the Use

Some call this the best of worlds, That Nature could contrive; But there is one thing sure, None of us get out of it alive.

Things go on year after year, In much the same old style; Makes you sometimes wonder, If there's anything worth while.

No one knows where this World is going to so fast; Life's one great conundrum, Which we all give up at last.

All the dreaming, all the scheming, Since the days of yore; Seems to land us just precisely, Where we were before.

So what's the use of all these cunning Little babies growing up to homely men;

Or what's the use of growing old and dying If we must be born again.

Take the straight and narrow path, The parsons always say; But what's the use of telling that, To people on Broadway.

Seems to me, to wash your face, Is quite a hopeless case; It gets dirty once again, and you wash that.

Single folks 'tis said, always Wish that they were wed; And those who are, are always Wishing they were dead.

So what's the use. And now that this depression's on, I'll tell you what let's do; Let's put ourselves upon the back, And say "I'll stick it through."

V. Corbett

News Notes

Edna Barrymore in "Washington Masquerade" at the Capitol this week end will be a picture you will remember for a long time.

Quite a number of local golfers took part in the Tournament at Magrath on Sunday and Monday last. Ross May for Magrath won the honors for the meet.

Barrymore has seldom been seen to better advantage than in Washington Masquerade which is at the Capitol this week end.

Cream Prices are higher again with Special at 19 cents per lb.; No. 1, 17 cents and No. 2, 15 cents, at country points and centralizers. This is encouraging.

Billy the Deer has provided a new worry for a Canadian National Station Agent in Algonquin Park. This year Billy seems determined to annoy every locomotive whistle by running on to the track in front of Joe Lake Station, to beg for chocolate bars and other dainties from the kiddies who are spending their holidays there. Billy wandered into the station grounds for the first time two years ago, and since that time has apparently adopted Station Agent J. F. Corbett. This year he returned from the forests at the beginning of summer with two companions, whom the tourists soon named Marle and Teddy. The newcomers are content to browse along the side of the right of way, and on the approach of a train they seek shelter at the edge of the nearest brush. Not so Billy, however, who has sensed that trains attract children and that children can be coaxed to share peanuts, chocolate bars and other dainties. Consequently whenever a train is due, Station Agent Corbett has to shoot Billy off the track before the oncoming locomotive does the job for him with great efficiency. However, Station Agent Corbett wishes Billy could read, for he has a lot of Safety First Literature, concerning the dangers of wandering on railway tracks, which he would like Billy to assimilate by some other means than eating it—which Billy is quite prepared to do at any time.

The Raymond Recorder

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S. I. MAY, Editor and Prop.

Non-political. Partisan only in the interests of Raymond and district.
Advertising rates on application.

DO YOU BELIEVE IT?

There is an old saying "You never miss the water 'till the well goes dry." This age-old proverb holds a word of truth, and we believe too, that we never appreciate what we have until we see it in comparison with other districts.

We have said many times that we are in the best district in all Alberta, and we are still of that opinion. We could point to many things that would bear us out in this belief. One very recent one is the early frost of this year. North of us, fifty miles or so, frost has turned potato vines as black as coal, frozen the corn leaves, and, of course all other tender vegetation. South in the ridge country frost has been heavy enough to form ice. Cardston had frost, whether a killing one or not has not been learned, and we here in the immediate Raymond district, yes, we had frost, but it was light, and many gardens escaped entirely and cucumber vines, squash and similar tender vines are unhurt to date. The same is true to some extent of the hail. While all around us we have had field after field hailed out and practically ruined, in the immediate Raymond district there has been no hail damage during the summer and crops are now practically all harvested. And so we may go on. We are unable to account for it. In the hail problem we were probably just lucky, and in the frost also, and yet in the frost question it may have been our geographical location, being just far enough away from the mountains and the foothills and just low enough to be out of the atmospheric area that brought frost.

These are small things, but they mean much. Many foothill points have already had a fall of snow to add to the discomforts of late rains and a delayed harvest. We have had rain, but cutting and harvesting has never been held up for very long at a time, and right now threshing machines and combines are running in every direction, and with a few weeks of good weather the crops will all be taken care of and things prepared for winter. When we consider our lot in life we should not omit among our advantages and blessings, such trifles as these, for they all go to make up a life. Very likely we have our disadvantages too, but if they are not within our control, why lose any of the joy of life, and fall in our appreciation of what is good, through worrying over what we cannot change or alter.

Now would be a good time to place values where they belong. We believe that with the experience of the past we should, by co-operating our grain, beet and stock raising, and improving on our feeder business, make this the Eden of all Alberta, and make ourselves financially strong and independent, and even enjoy more than ever before the opportunities and advantages which nature has so kindly bestowed upon us. The present at any rate, would be a good time to decide to either make a go of it or make a go out of it.

FIXED RATES FOR TRUCKS

PLACE HIGHWAY TRANSPORTATION ON ECONOMIC BASIS BY ESTABLISHING MAXIMUM AND MINIMUM TRUCKING RATES

By W. H. Male

President of the Automotive Transport Association of Ontario

The Government of Manitoba has published rates that shall be charged for the transportation of goods in common-carrier motor trucks between any 2 points in that province. Whether or not the Manitoba authorities are wholly successful in enforcing the stipulated fees probably can not be determined without the assistance of corps of detectives and auditors. But there are cogent arguments for the principle of fixing maximum and minimum charges which can be collected by owners of public commercial vehicles.

So strong is the demand for rate regulation that the Ontario Government has announced its intention of adopting a similar procedure, although neither it nor the other seven provinces may act in advance of the publication of the report of the royal commission which inquired into highway as well as railway matters last winter.

Some opposition has arisen to the plan in Ontario. The opposition is based on the principle (or is it merely a saying) that competition is the life of trade. Those who argue against rate fixing for trucks claim that the public, via the shippers, should get the advantage of as low rates as they can induce a truck owner to accept even if it is evident to one with the slightest knowledge of rudimentary book keeping and the cost of gasoline that the truck owner is committing business suicide by charging too little.

Now it happens that in Ontario and in some of the other provinces there have been formed or are being formed organizations of owners of commission on railways and transport common carrier trucks—that is, trucks which operate between one urban centre and another in competition with rail and other carriers. These organizations are for the purpose of placing the public commercial vehicle business on a sound business basis and it follows that government rate fixing of rates would assist in the fulfillment of these desires. From the truck owners' point of view, the need for stabilization of the industry has become more acute in the present year because of higher provincial taxes, in license fees, special common carrier fees as well as the 20 to 40 per cent. enhancement of gasoline levies. Normally these increases in operating costs should have been reflected in higher rates. But actually, so chaotic is the rate situation, the trend of charges has been downward.

But cut throat competition is not peculiar to the trucking industry. There is hardly a business which is not frequently bedeviled by bad boys who slash prices below cost either out of sheer recklessness or ignorance or in a cold and calculated plan to drive competitors to the wall before they go themselves. While such battles wage the buyer benefits, or thinks he benefits.

The argument for Government rate regulation in the trucking industry clearly cannot stand merely on the needs of the folks in that industry. If we, the people, through our Government are to go to the rescue of truck owners merely because other truck owners are foolish enough to hire their trucks at less than the cost of operation, we logically would be called on to help butchers, bakers, candle stick makers, and so on of other trades and industries. And we aren't going to do that. We want some efficiency to remain.

Then what are the reasons for rate regulation for trucks other than for the benefit of truck owners who are trying to get enough revenue to avoid the attention of the bailiff? There are. In my opinion, several good reasons.

Even people who can't read must know that Canada has a railway problem. I am not one of those who believe that National Railway deficits and Canadian Pacific passing of dividends are attributable wholly to the fact that common carrier trucks carry much freight that formerly went by rail and there are no intelligent railway officials who seek to justify the exclusion of the truck from the highway. The experience with the railways taught the public the value and necessity for regulation and what applies to railways should apply to comparative forms of land transportation.

Fixing rates would not end competition. Price is seldom the ultimate factor in any competition. There is the competition of service which would remain. And if large shippers began to find that the established rates were too high they could turn to ownership of trucks themselves and their costs would then be determined by their own efficiency and the uncontrollable factors of taxes and gasoline consumption. The small shipper—the shipper so small that he could not afford to own a truck—would still have the recourse of shipping by rail or, in many instances, by water.

Yet, however convincing the argument for truck regulation sounds to all of us as taxpayer shareholders in Canada allways, that is not the whole story. There are facts which point to the justice of truck rate regulation in the interest of Mr. and Mrs. Citizen.

One recalls that back in the days when railway rate making was young or there were bitter complaints of railways making rebates to large—and therefore favored—customers. This not only was unfair to the small shipper but was inimical to the public because it tended to accelerate the trend toward monopoly in supplying the necessities of life. But under present conditions in the trucking industry in all the provinces except Manitoba there is no legal bar to trucking companies similarly discriminating. There is no reason why the small shipper should pay more per hundred

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MARCELLING, 50c.
Finger Waving, (Dried) 50c.
Finger Waving, (Not Dried) 40c.
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Fairbairn and Clarke

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ALL KINDS OF TEAM WORK

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Men's Suits, Dry Cleaned and Pressed \$1.25
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Ladies Dresses One Dollar and Up

pounds for truck shipment than does the large shipper.

Moreover, there is the element of highway safety. The truck owners who hire his vehicle too cheaply staves off ultimate economic disaster by skimping every expense possible. The standards of safety are higher each year and every step in this direction is a maintenance expense. If the truck owner is not getting sufficient revenue to meet all the expenses will he tie up his truck forthwith or will he operate it in the hope that he will avoid accident and inspection. The answer is obvious. He'll run the truck in the hope that next week he'll have money enough to pay for the needed repairs.

Good wages attract good men. Truck drivers are pretty skilful, and many of them are thoughtful. But there are underpaid mavericks among them and some of the good men are worked excessively long hours because their employers can not afford to hire relief drivers under the prevailing rates for haulage.

If there were only trucks on the highways and few of the accidents thereon involved loss of life or limb one could argue that there was no need of a corrective. But private passenger cars still predominate on the public highways and many of these cars carry women and children. For the safety of all it is imperative that every vehicle using the highway be in safe mechanical condition and that it be in charge of a competent driver who is not lethargic because he has been too long at the wheel. All of the necessary standards easily can be maintained by the truck owners and supervised with facility by the authorities when trucking rates are established which place the highway transportation business on an economic basis. Land Transportation is not a branch of industry, it would seem, where price competition can be easily defended. Trucking is more than a private business, it is a public service.

Perhaps the most valid objection to government regulation of highway transportation rates is the difficulty of enforcement. There are hundreds of individual owners and companies possessing public commercial vehicle permits in Ontario alone and it is going to be a big task to make certain that no goods have been carried at other than the official rates. But it can be hoped that means of enforcement are not lacking in Manitoba and will not be lacking in Ontario. A careful study of methods should devise a plan for accomplishing the work at no expense to the general taxpayer. From Saturday Night.

There was a light touch of frost Thursday night and cucumbers in some parts of town were nipped. At Cardston the frost was a little worse and between Blackfoot and Calgary, potato vines, corn leaves, and other vegetables and plants were turned black with the frost.

Capitol Theatre - Raymond

FRIDAY and SATURDAY

LIONEL BARRYMORE IN

Washington Masquerade

WITH KAREN MORLEY
Lionel Barrymore in his greatest Triumph

MATINEE: SAT. at 2:15 p.m.
First Show Sat. Night at 7:15

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EDW. G. ROBINSON IN

"The Hatchet Man"

The Screen's Greatest Character Actor in his Most Dynamic Portrayal

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EVELYN BRENT and CONRAD NAGEL IN

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POWERFUL MELODRAMA

FRIDAY and SAT. NEXT
MARLENE DIETRICH and CLIVE BROOK IN

"The Shanghai Express"

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MAKE YOUR DOLLARS HAVE MORE CENTS

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ALL SIZES

News Notes

Threshing machines were starting up all over the district, the latter part of last week, and the first part of this week. Likely nearly all the machines in the country will be in operation by the time this appears in print.

The night was dark, it was raining hard. In the sweep of the lights a car showed up ahead, off the side of the road, leaning at a perilous angle. Just the situation for a good Samaritan.

Coming to a stop, the conscientious motorist leaned out of the window.

"Are you in trouble, my friend?" he asked solicitously.

"Nopé," was the reply, "just in love".

"MY COUNTRY 'TIS OF THEE"

Fish, in poverty, of thee I sing. A beautiful country this, close to the high mountains and closer to the

high taxes. Lovely low valleys, and lower wages. Great big crooked rivers and crooked statesmen (this don't apply to our M.L.A.). Big lakes big strikes, little drinks, little pumpkins but big men with pumpkin heads. Silver streams that gambol in the mountains, and plous politicians that gamble in the night. Fast young men and fast young women garbed in thin peek-a-booo uniforms and flesh colored socks. Fertile plains of wheat that lie like a sheet of water unable to satisfy the immigration and thousands of newspapers that lie like hell. A country that still retains its original freaks—outworn, Indians, grasshoppers and E-toe Mofat. Big granaries filled with wheat and crowds of people anxious and starving for want of it. Great big souls made in the image of God, but with the devil inside as reenter. But, in spite of it all, I love it and intend to live in it just as long as I can. Cause why? I might be in a worse place I think my parents must have had a vision of these times when they named me—

—Pizen



Health Service

OF THE
Canadian Medical Association

Edited by
GRANT FLEMING, M.D. — ASSOCIATE SECRETARY

HEALTH AND SCHOOL

The child who is starting school for the first time faces what is a rather difficult period for many children. Unless he has been guided properly during his pre-school years the change from the home to the school isn't an easy change for him to make.

The child should be told what school is. He must be happy in school and get real pleasure out of his school work if he is to do well in school. The child will be eager to go to school if he finds that it is a place which helps him to do the things which children want to do.

A great deal is written about health habits and yet it seems that comparatively few parents realize just how much the good health of their children depends upon the establishment of good health habits as part of the child's daily routine. It requires patience to accomplish this and it is to be remembered that scoldings defeat the purpose; the child needs encouragement.

The health habits of a school child should include personal cleanliness. A warm bath twice a week, underclothes and stockings frequently changed, teeth brushed at least twice a day—after breakfast and before going to bed—hands washed before every meal. Plenty of sleep, so that the child is properly rested, can be secured only through having a regular bedtime which allows the required hours for sleep before it is time to get up and prepare for school.

Play is necessary for the child, and every child's life should be so organized that he will get plenty of out-door exercise and play every day.

Meals should be served at regular hours. After washing his hands, the child comes to the table. The child requires a variety of foods, and because he is growing and active, he needs a good deal of energy—and body—building foods. The selection of proper food is the duty of the mother. The attitude of the parents towards food will have a great influence on the children. If father will not eat this or that he need not expect the children to do so. They will follow his habits—not his advice or his orders.

The healthy school child is naturally active and will not need to be urged to play. He will need some supervision, so that he does not overdo the play and forget that there is a regular bedtime. It is important that children get up early enough to have time to wash, and to eat and enjoy their breakfast. Breakfast should be given just as much attention as any other meal. A regular bowel movement daily is a necessary health habit. The child's activities must not be allowed to interfere with toilet habits, which depends more upon regularity than upon anything else.

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for this

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How's that for value?
You can't beat it.
You can't even equal it.

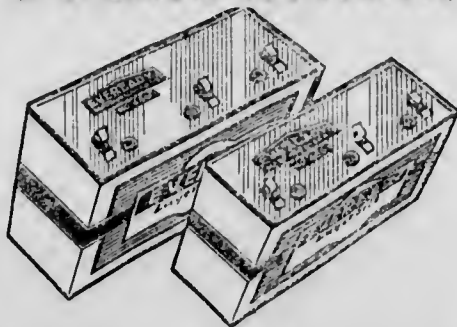
Save yourself a lot of
grief and worry.
Come in and see the
great Pathfinder
Tread Goodyear.

SUGAR CITY MOTORS

L. J. MEHEW, Mgr.

EVEREADY

Lowest Priced
BATTERY POWER
in RADIO HISTORY



LAYERBILT—more POWER! Smooth, full volume reception when other batteries falter. More hours of good service—that is what Eveready offers you in the new LAYERBILT at greatly reduced prices.

Large 45 Volt Layerbilt now sells for \$3.95 Medium Size 45 Volt Layerbilt for \$3.00

Ask your dealer about right size for your radio

CANADIAN NATIONAL CARBON COMPANY LIMITED
Calgary Vancouver Toronto Montreal Winnipeg
Owning and operating Radio Station CKMG, Toronto

RADIO BATTERIES

Persistent Newspaper Advertising Is the Best Investment Any Business Concern Can Make

Nothing can be compared with it to bring steady business, safety and security.

The success of any business depends upon the character of those directing it.

Business concerns who are successful have become successful by the aid of persistent, truthful advertising.

Progressive business men know that it pays to maintain quality and then tell the public about it.

Advertising is the best selling force

in existence. It brings the business advertised before the public.

Persistent advertising means the honest telling of goods or service.

It is necessary for a business concern to carry quality in goods and service and to sell at reasonable prices.

Next, it is necessary to advertise truthfully and to continue to do so as long as a business exists.

Business comes where it is invited and stays where it is well treated.

Newspaper Advertising Helps to Meet Outside Competition More Effectively Than Any Other Known Method of Securing Business.

The Recorder

"Service and Satisfaction Always"

AMMUNITION

Don't Forget Next
Thursday, September 15
Is the Opening Day of the Shooting Season.

If you want the Best in Shells Get the
DOMINION SUPER X
Raymond Mercantile
COMPANY, LIMITED
THE BIG DEPARTMENT STORE

Poles, Firewood, Derrick Timbers

CORRAL POLES—20 ft. long, 4" to 5" thick at butt. Clear pine and good quality. Delivered at Station, Each 25c
SAWED CORD WOOD—Delivered at Station per ton \$7.50
CEDAR FENCE POSTS—Good clear grain and straight. Any quantity. Prices on Application.

See Grant Brcahead or Phone 24

Why Build for Others?

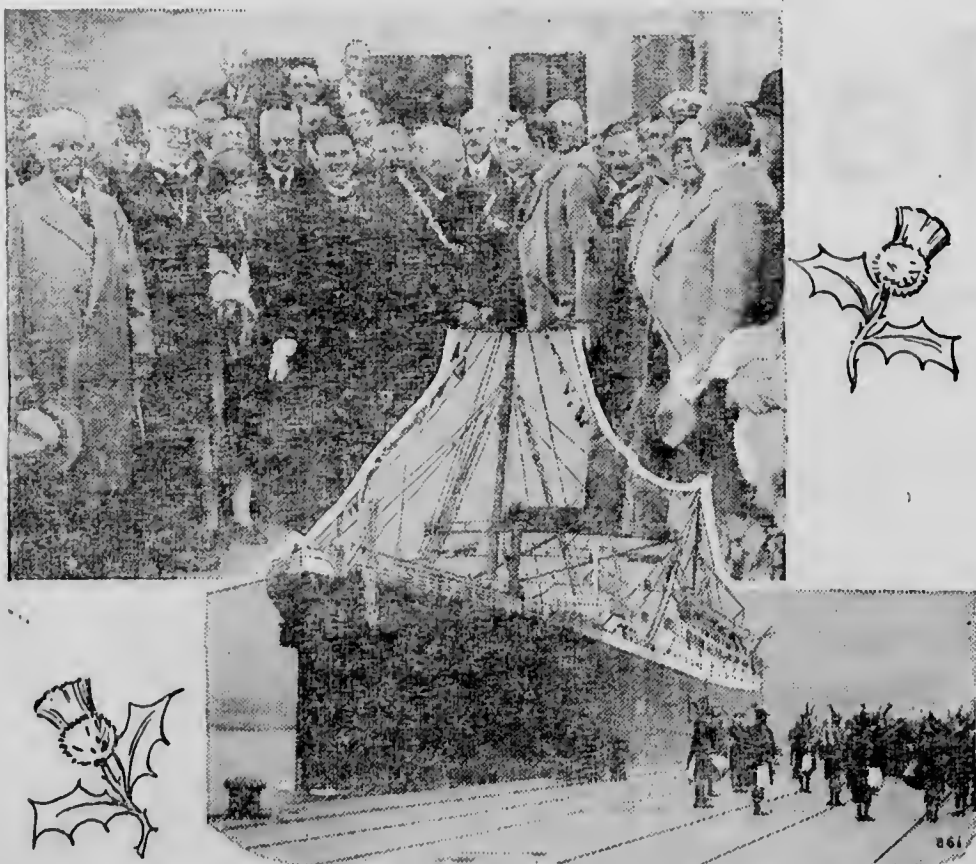
BUILD FOR YOUR OWN INTERESTS
AND THE INTERESTS OF
RURAL ALBERTA.

Deliver Your Wheat to
ALBERTA POOL ELEVATORS

It is hinted now that local schools may open on or about September 20th, as a concerted effort is being made now to make arrangements that the program may be started by that date. It is encouraging to everyone.

Bow Island, which used to be a Municipal District, but has been carrying on as a Local Improvement District for the past six years, is organized again as a Municipal District, and the first Council Meeting was held on Sept 3rd.

Welcomed to Scotland



Six hundred Canadians who call Glasgow home, were greeted on their arrival in the Clyde city by Sir Thomas Kelly, M.D., Lord Provost, and the magistrates of the city, when they arrived recently in the Canadian Pacific liner "Duchess of Bedford" for a reunion. Gathered together from all parts of Canada, and transported by special train to Montreal, the Glaswegians are making a two-months stay, during which they are being entertained by the City of Glasgow, its manufacturers, and their friends. Proceedings opened Tuesday, July 26th, when the Lord Provost, magistrates and councillors held a reception in the Art Galleries at Kelvingrove. The party, which left Montreal in the Duchess of Bedford, July 6, returns from Glasgow Saturday, August 29, in the same 20,000-ton liner.

News Notes

FOR RENT—Two furnished rooms for light housekeeping. See Charles Walton.

Born to Mr. and Mrs. Lovatt Lee on Tuesday, Sept 6th, a baby girl. Mother and babe are doing nicely.

Barrymore has seldom been seen to better advantage than in Washington Masquerade which is at the Capitol this week end.

School Fairs are in progress now throughout the district and the first one was held at Barnwell last Saturday. The judges this year are Miss Riss, Arthur Kemp, and C. O. Asplund. There are 22 fairs in this district.

There will be no reduction in the freight rates on sugar beets and pulp according to a ruling of Chief Commissioner Fullerton, who upheld the prevailing rates.

Freight that arrived in Churchill from England on August 19th, reached cities in Western Canada and was being unloaded in less than five days after the ships docked. This is said to be a record for the transportation and unloading of English freight in Calgary.

The First National Bank of Boise, Central and Western Idaho, and Idaho, and nine subsidiary banks in Eastern Oregon, closed their doors that last day of August and were turned over to the National and State Bank Officials.

Quite a number of local beet growers attended the Field Day held at the Experimental Station at Lethbridge on Saturday last. T. Geo. Wood, Manager of the Raymond factory, was one of the speakers at the luncheon on the lawns.

John A. Machray, K. C. bursar and chairman of the Board of Governors of the University of Manitoba and chancellor of the diocese of Rupert's Land has been charged with the theft of \$47,000 from the trust funds of the University of Manitoba. It is said that through his action orphans are robbed of their funds for caring for them, and an aged Bishop of the Church of England is faced with poverty and ruin, as the retirement fund was among the funds Machray misused.

The coal strike is at an end in the Blairmore and Bellevue mines, and miners went back to work Wednesday morning, following the signing of a two year agreement on Labor Day between the Miners Officials, and G. A. Vissac, General Manager of the West Canadian Collieries. Both sides claim the victory, but the point is the mines are again open and the miners are back to work after a long strike. The decision was the result of the work done there recently by Premier Brownlee.

News Notes

WANTED TO BUY—Pullets or Young Hens.—See P. Nakamura.

FOR RENT—Three roomed furnished house.—Apply A. G. Dahle.

SCRATCH PADS—All sizes and colors Very BANY and very CHEAP Nuff sed.

Mr. and Mrs. Fred Burton and family of Cardston, spent Labor Day with friends and relatives in Raymond.

Mrs. Phoebe Smith of Cardston, was here on Saturday visiting relatives, and took her daughter Thera home with her, who has been for a month with relatives and friends.

John Kimball returned home on Wednesday morning from Salt Lake City where he has been visiting the last 3 months with his brother, Norman.

Lionel Barrymore in "Washington Masquerade" at the Capitol this week end will be a picture you will remember for a long time.

Investigations made by Canadian fisheries research workers last year showed that a very satisfactory fillet can be made with naptha extraction from oily fish.

Nearly 1200 men went back to Toronto this week when the filtration plant in the east of the city was commenced. The work will last some month.

The prospects of the Waterton Glacier Highway being built in the very near future are very bright at present. In Lethbridge on Monday, Horace M. Albright, supervisor of United States Parks said, "Funds are available, surveys have been made and we are only awaiting a definite assurance that Canada will build or her aide before beginning work on the Belly river cut-off." It is thought it may be a part of the coming winter relief project for Canadian unemployment.

TOO LATE

There are no other words in medicine which tell such a sad story as the two words "too late". They are infinitely sad because they imply that there was a period of time when it would not have been too late, a time when help might have been given.

It is unfortunately true that there are many things concerning the cause, prevention and treatment of diseases that we do not know. However, what it often has its only value—when used early in the course of development of disease.

It can be fairly stated that, in the vast majority of cases of illness, if the disease were treated early the patient would in all likelihood be cured or at least the condition would be improved. On the other hand, it is equally true that, in most cases, very little can be done for the disease that is far advanced or firmly fixed in a chronic form.

Early treatment is urged, because it is the best way to secure results. Delay in securing treatment is almost sure to lead to a more prolonged and more serious, if not fatal condition.

Many cases of cancer can be cured by early treatment. The reason cancer patients hear the words "too late" is very frequently because they didn't realize that a condition could be serious and still not cause pain. Pain is usually a late symptom of cancer, and the cancer patient who waits until pain occurs before consulting a doctor is in most cases "too late".

There is no reason why this should occur. It would not occur were attention given to certain conditions which indicate the possibility of cancer. These conditions do not necessarily mean the presence of a cancerous growth, but a doctor is the only person who can tell what they do mean in each individual case.

Any lump, particularly in the breast, should be investigated. Any sore which has not healed properly within a reasonable time should be investigated. Any unusual discharge or bleeding from any part of the body, particularly in women after the menopause, should never be disregarded. Indigestion should always be looked into, and its cause ascertained.

It is by prompt attention to such abnormal conditions, which do not appear to be serious, and which do not cause any discomfort, that cancer will be discovered in its early, curable stage.

Early cancer is curable, but the proper means of treatment cannot be applied and a cure effected unless the patient comes to his doctor at the first suggestion of such abnormal conditions as have been mentioned.

Do so, and you will not be told that it is "too late".

SAFEGWAY STORES

Safeway Stores wish to announce
the opening of their Raymond
store on

FRIDAY
AND
SATURDAY

September 16th and 17th

Plan now to attend the opening
of this ultra-modern food store and
take advantage of the many exceptional
values offered.

Watch for our opening advertisement
which will appear in next week's
issue of the Raymond Recorder.

Safeway Stores, Limited



Thresher's Licenses

All operators of Threshing Rigs and Combines in Alberta, whether for private or public use, are required to be registered annually, the fee being One Dollar (\$1.00). The fee for 1932 season is now due and payable at Department of Agriculture, Edmonton, Alberta.

EVERYTHING

FOR THE

HARVESTER

is to be found here....CALL IN

The Broadway Store

The main plant of the Ford Motor day, and officials state that a full Co. at Detroit which has been shut force would be put to work as soon down for three week reopened Tues as the work could be arranged.

Youthful Strength

Dr. Magnus Hirschfeld, the world known authority on Sexology and Director of the Institute for Sexual Science of Berlin, Germany, created

Titus Pearls

To help the millions of men and women who have lost or are losing their vital physical power. In his 35 years of practice and research, however, he realized that the weakening of man's glands was also responsible for other troubles: High blood pressure, nervousness, depression, neurasthenia, etc.

All these troubles can be removed with Titus Pearls. Numerous cases were treated by Dr. Hirschfeld in his Berlin Institute. L.S. (State Official, 60 years old, married) complained of physical exhaustion, dizziness and tremors. Was easily tired. Menial powers dull and slow moving. Physical powers had been incomplete for previous 5 years. Blood pressure too high. Given 2 Titus Pearls 3 times a day. 2 weeks later the medical report on this man was: General health better, more vigor; dizziness much less and returning of power. Treatment continued and 2 weeks later L.S. reported again, this time to say that all weariness and exhaustion had gone; he felt fresh and buoyant. His blood pressure had fallen, and at 60 years of age he had regained the physical power and vitality that he had known in the prime of his life.

Start regaining your youthfulness now! Today! In 2 weeks time you will be aware of the new, virile force within you. Send \$5.00 (cash registered or money-order) for 2 weeks treatment. C. C. D. Orders accepted. WRITE FOR BOOKLET

To avoid mistakes please fill out the following coupon:
TEUTONIA IMPORT & EXPORT SERVICE CO., DEPT 15367
211 Fourth Avenue, New York City, N. Y.

Gentlemen: Please forward to the following address 2 boxes Titus Pearls, for which I enclose \$_____.

My name is _____ City _____

My address is _____ State _____